

# Washington State Freight Mobility Plan

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# Washington's Economy Depends on a Stronger Freight Transportation System

Washington's investment in freight systems supports our growing economy, maintains freight access to our major markets and ports, lowers business costs, and sustains jobs.

- \$27 million of freight moves on Washington roadways every hour of every day.
- Our system of roads, rails, ports, marine waterways and intermodal facilities supported total exports from Washington valued at \$52 billion in 2009.
- In 2010, freight-dependent industries accounted for over 44% of Washington's jobs.
  - 625,000 jobs in retail and wholesale trade.
  - 528,000 jobs supported by "Made in Washington" products



*Source: WSDOT Freight Systems Division*

# Washington State Freight Mobility Plan: Policy Basis

The Washington State Legislature has established transportation policy goals (RCW 47.04.280). The Washington State Freight Mobility Plan will address:

- **Economic Vitality:** To promote and develop transportation systems that stimulate, support, and enhance the movement of people and goods to ensure a prosperous economy.
- **Mobility:** To improve the predictable movement of goods and people throughout Washington State.
- **Safety:** To provide for and improve the safety and security of transportation customers and the transportation system.
- **Mobility:** To improve the predictable movement of goods and people throughout Washington State.
- **Environment:** To enhance Washington's quality of life through transportation investments that promote energy conservation, enhance healthy communities, and protect the environment.

The State Freight Mobility Plan will support policies adopted in the 2030 Washington Transportation Plan (WTP) including:

- Continue the evolution to performance-based programs.
- Improve Washington's economic competitiveness.
- Support the coordinated, connected and efficient movement of freight and goods.

# Washington State Freight Mobility Plan: Policy Basis and Goals

State law requires the Washington State Department of Transportation (WSDOT) to develop a state freight mobility plan.

“The state-interest component of the statewide multimodal transportation plan shall include a freight mobility plan which shall assess the transportation needs to ensure the safe, reliable, and efficient movement of goods within and through the state and to ensure the state's economic vitality.” (Washington State RCW 47.06.045).

## **Washington State Freight Mobility Plan Goals –**

The State Freight Mobility Plan will develop and prioritize freight transportation system improvement strategies that support and enhance trade and sustainable economic growth, safety, the environment, and goods delivery needs in Washington State. The Freight Mobility Plan will:

- Make a strong case for funding Washington state freight priority projects and programs in the reauthorization of the federal transportation bill and future state transportation packages.
- Guide capital and operating investments in the state's freight systems.

# How Will the Washington State Freight Mobility Plan Benefit the State?

Recent federal bills have proposed establishing a federal freight program within the surface transportation reauthorization bill. These bills would require states to have a freight plan and to implement performance-based project planning and programming. Recent federally-funded programs such as the TIGER grant program required applicants to provide sophisticated benefit/cost analysis.

The State Freight Mobility Plan will help Washington successfully compete for federal freight funds by providing a data-driven benefit/cost analysis supporting truck highway and intermodal freight projects that meet federal freight criteria and goals, and by integrating existing state modal plans into one state freight plan.

Washington State may consider new law transportation funding. The State Freight Mobility Plan will recommend prioritized freight system improvement strategies and performance measures to track progress towards objectives. These will be developed by a broad group of technical experts and reviewed by stakeholders and the Freight Plan Advisory Group.

# Why Does Washington Need to Update the State Freight Mobility Plan Now?

- **When was the last Washington State freight mobility plan done?**

In 2005 - 2006, WSDOT Freight Systems Division worked closely with the Washington State Transportation Commission to develop the Freight Report in the 2006 Washington Transportation Plan. We've relied on that work as the state freight plan since 2006, updating the freight report's statistics in 2008.

- **In a time of limited resources, why does Washington need to update the state freight mobility plan now?**

Five years ago only a few states had freight plans, including Washington, Minnesota, Florida and California. But as a federal requirement for states to have freight plans has become more likely, more states including Georgia, Oregon and Maryland have completed freight plans. In 2011, Illinois passed a Freight Mobility Plan Act requiring the state to issue a freight plan.

Some states have spent an additional \$1,000,000 to \$2,000,000 to complete their freight plans. The WSDOT Freight Systems Division is not spending any additional funds; rather we are developing the plan with current, reduced resources.

# Washington State Freight Mobility Plan: Objectives

The State Freight Mobility Plan will provide:

1. Improved Freight Benefit/Cost methodology to evaluate and prioritize state truck highway and truck intermodal improvement proposals.
2. Integration of the state truck highway and truck intermodal analysis findings with the findings of the state freight rail, highways, ferries and aviation plans.
3. Priority freight improvement strategies to support the plan's three objectives:
  - Urban goods movement systems that support jobs, the economy, and clean air for all, and provide goods delivery to residents and businesses.
  - Washington's competitive position as a Global Gateway to the nation with intermodal freight corridors serving trade and international and interstate commerce, and the state and national Export Initiatives.
  - Rural economies' farm-to-market, manufacturing and resource industry sectors.

# Washington State Freight Mobility Plan: Scope of Work

**Task 1** - Review current and proposed federal freight program criteria and other states' freight plans for potential federal requirements and best practices in freight benefit/cost methodology.

**Task 2** - Update freight network description and statistics found in the 2008 Washington Transportation Plan Freight Report.

**Task 3** – Analyze and make recommendations to improve the connectivity of state freight systems. Based on a review of National Highway System criteria, best practices from other states, Washington State statutes and regional plan criteria, recommend draft state criteria to identify essential state truck freight intermodal facilities and connectors.



# Washington State Freight Mobility Plan: Scope of Work

## **Task 4** - Identify current freight system deficiencies:

- Systematically collect GPS onboard truck spot speed and directional data to analyze and rank truck bottleneck locations on the state's major truck freight corridors.
- Determine the cost of truck congestion to Washington State's economy.
- Identify truck collision locations on the state highway system.
- Incorporate findings of WSDOT Truck Parking Study.
- Conduct interviews and focus groups with shippers and carriers.
- Hold public workshops, to be hosted by MPO/RTPOs across the state, for stakeholders to review and provide input on draft plan deliverables.
- Invite the Tribal Transportation Planning Organization (TTPO) to hold a State Freight Mobility Plan workshop.
- Incorporate findings of the Washington State Freight Rail Plan, WSDOT Ferries Division Final Long-range Plan, WSDOT Highways System Plan and the Statewide Aviation System Plan.

# Washington State Freight Mobility Plan: Scope of Work

**Task 5** - Analyze long-term demands on Washington's freight corridors by evaluating multiple future trade scenarios in the state's first "Future of Freight Symposium."

WSDOT is using scenario analysis because the future rarely moves in predictable ways. Small changes in technology, demographics, regulations or economics may have dramatic impacts on how companies source, manufacture and distribute goods.

The Future Freight Flows (FFF) national initiative was launched as part of the National Cooperative Highway Research Program (NCHRP) Project 20-83(01). Washington State's "Future of Freight Symposium" was one of six events held in the U.S.



Over 65 shippers, freight carriers, integrators and forwarders, and federal, tribal, state, regional and local public sector freight system owners and operators from across the state attended the "Future of Freight" symposium at SeaTac International Airport in March 2011.

# Washington State Freight Mobility Plan: Scope of Work

**Task 6** - Form and support three expert Freight Plan Technical Teams to:

1. Define specific, measurable freight benefits associated with the plan's three objectives:
  - . Urban goods movement systems
  - Washington's competitive position as a Global Gateway
  - Rural economies
2. Recommend draft improvement strategies to achieve desired benefits.
3. Recommend data sources and performance measures to track progress of the strategies.

**Task 7** - Based on the prioritized list of measurable freight benefits developed in Task 6, create a draft Freight Benefit/Cost evaluation methodology for state freight highway and truck intermodal project proposals.

# Washington State Freight Mobility Plan

## Technical Team Members

Anderson Hay  
Benton-Franklin Council of Governments  
BNSF Railway  
The Boeing Co.  
Carlisle Transportation Systems  
City Moving Systems, Inc.  
City of Auburn  
City of Kent  
City of Redmond  
City of Seattle  
Con Agra Foods  
Crown Moving Company, Inc.  
Expeditors International of Washington, Inc.  
Fast Way Freight System, Inc.  
FedEx  
Food Services of America  
Gordon Trucking, Inc.  
International Longshore & Warehouse Union/  
Pacific Maritime Assn.  
James Farrell & Co./COLO Logistics  
K Line America  
Kenworth Truck Co./PACCAR  
King County  
MacMillan-Piper  
The McGregor Company  
Nintendo of America Inc.  
Nucor Steele Seattle, Inc.  
Oak Harbor Freight Lines

Pacific Northwest Asia Shippers Assn.  
Pacific Northwest Waterways Assn.  
Peninsula Truck Lines  
Petrocard  
Port of Longview  
Port of Pasco  
Port of Seattle  
Port of Tacoma  
Port of Vancouver  
Puget Sound Clean Air Agency  
Puget Sound Regional Council  
Rahier Enterprises, LLC  
Rail America  
Safeway  
Spokane Regional Transportation Council  
SUPERVALU, Inc.  
Union Pacific Railroad  
UPS  
Walmart  
Washington Assn. of Wheat Growers  
Washington Environmental Council  
Washington Public Ports Assn.  
Washington State Patrol  
Washington State Potato Commission  
Washington Trucking Assns.  
Wenatchee Valley Traffic Assn.  
Wenatchee Valley Transportation Council  
Western Ports Transportation, Inc.  
Whatcom Council of Governments  
Yakima Valley Conference of Governments

# Washington State Freight Mobility Plan: Scope of Work

**Task 8** - Analyze causes and develop solutions to address the worst state truck highway bottlenecks, as identified in Task 4.

**Task 9** - Form and support a State Freight Mobility Plan Advisory Group to review and provide input for development of the draft Freight Benefit criteria and Benefit/Cost methodology.

**Task 10** - Evaluate a set of highway and truck intermodal project proposals using the freight B/C methodology.

# Washington State Freight Mobility Plan: Scope of Work

**Task 11** - Recommend needed improvements/ solutions.

**Task 12** - Outline funding options and revenue sources.

**Task 13** - Develop and implement Truck Performance Measure methodology.

**Task 14** - Prepare Draft and Final State Freight Mobility Plan.

# Washington State Freight Mobility Plan: Timeline



## State Freight Mobility Plan Schedule

|                                                                                                                                                                                                                                                                                                      | 2010 |     |     | 2011 |     |     |     |     |     |      |     |     |     |     |     | 2012 |     |     |     |     |     |      |     |     |     |     |     | 2013 |     |     |     |     |     |     |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------|-----|-----|------|-----|-----|-----|-----|-----|------|-----|-----|-----|-----|-----|------|-----|-----|-----|-----|-----|------|-----|-----|-----|-----|-----|------|-----|-----|-----|-----|-----|-----|
|                                                                                                                                                                                                                                                                                                      | Oct  | Nov | Dec | Jan  | Feb | Mar | Apr | May | Jun | July | Aug | Sep | Oct | Nov | Dec | Jan  | Feb | Mar | Apr | May | Jun | July | Aug | Sep | Oct | Nov | Dec | Jan  | Feb | Mar | Apr | May | Jun | Jul |
| <b>Task 1.</b> Identify federal freight project and program criteria. Review other states' freight plans for best practices.                                                                                                                                                                         |      |     |     |      |     |     |     |     |     |      |     |     |     |     |     |      |     |     |     |     |     |      |     |     |     |     |     |      |     |     |     |     |     |     |
| <b>Task 2.</b> Update Washington State freight network description and statistics.                                                                                                                                                                                                                   |      |     |     |      |     |     |     |     |     |      |     |     |     |     |     |      |     |     |     |     |     |      |     |     |     |     |     |      |     |     |     |     |     |     |
| <b>Task 3.</b> Conduct gap analysis of connectivity of state freight systems.                                                                                                                                                                                                                        |      |     |     |      |     |     |     |     |     |      |     |     |     |     |     |      |     |     |     |     |     |      |     |     |     |     |     |      |     |     |     |     |     |     |
| <b>Task 4.</b> Identify current freight system driving forces and deficiencies.                                                                                                                                                                                                                      |      |     |     |      |     |     |     |     |     |      |     |     |     |     |     |      |     |     |     |     |     |      |     |     |     |     |     |      |     |     |     |     |     |     |
| <b>Task 5.</b> Hold Future of Freight Conference to prepare for multiple future trade scenarios.                                                                                                                                                                                                     |      |     |     |      |     |     |     |     |     |      |     |     |     |     |     |      |     |     |     |     |     |      |     |     |     |     |     |      |     |     |     |     |     |     |
| <b>Task 6.</b> Form and support Technical Teams to develop:<br>• Strategies to meet the freight plan's objectives<br>• Well-defined and measurable freight benefits to improve the state's freight highway and intermodal project B/C evaluation tools<br>• Performance measures for each objective. |      |     |     |      |     |     |     |     |     |      |     |     |     |     |     |      |     |     |     |     |     |      |     |     |     |     |     |      |     |     |     |     |     |     |
| <b>Task 7.</b> Develop Draft Freight Plan B/C evaluation methodology for state freight highway and truck intermodal projects.                                                                                                                                                                        |      |     |     |      |     |     |     |     |     |      |     |     |     |     |     |      |     |     |     |     |     |      |     |     |     |     |     |      |     |     |     |     |     |     |
| <b>Task 8.</b> Identify and prioritize truck bottlenecks on highway corridors. Analyze causes and develop solutions.                                                                                                                                                                                 |      |     |     |      |     |     |     |     |     |      |     |     |     |     |     |      |     |     |     |     |     |      |     |     |     |     |     |      |     |     |     |     |     |     |
| <b>Task 9.</b> Form and hold two meetings of State Freight Mobility Plan Advisory Group. Review Draft freight B/C methodology. Review Draft prioritize project packages.                                                                                                                             |      |     |     |      |     |     |     |     |     |      |     |     |     |     |     |      |     |     |     |     |     |      |     |     |     |     |     |      |     |     |     |     |     |     |
| <b>Task 10.</b> Evaluate highway and intermodal project proposals using freight B/C methodology.                                                                                                                                                                                                     |      |     |     |      |     |     |     |     |     |      |     |     |     |     |     |      |     |     |     |     |     |      |     |     |     |     |     |      |     |     |     |     |     |     |
| <b>Task 11.</b> Recommend priority solutions.                                                                                                                                                                                                                                                        |      |     |     |      |     |     |     |     |     |      |     |     |     |     |     |      |     |     |     |     |     |      |     |     |     |     |     |      |     |     |     |     |     |     |
| <b>Task 12.</b> Outline funding options and revenue sources.                                                                                                                                                                                                                                         |      |     |     |      |     |     |     |     |     |      |     |     |     |     |     |      |     |     |     |     |     |      |     |     |     |     |     |      |     |     |     |     |     |     |
| <b>Task 13.</b> Develop and implement Truck Performance Measure Methodology.                                                                                                                                                                                                                         |      |     |     |      |     |     |     |     |     |      |     |     |     |     |     |      |     |     |     |     |     |      |     |     |     |     |     |      |     |     |     |     |     |     |
| <b>Task 14.</b> Prepare Draft and Final Freight Plan<br>• Draft Plan (Feb. – Mar. 2013).<br>• Public review (April – May 2013).<br>• Publish State Freight Plan (July 2013).                                                                                                                         |      |     |     |      |     |     |     |     |     |      |     |     |     |     |     |      |     |     |     |     |     |      |     |     |     |     |     |      |     |     |     |     |     |     |

# Questions?

For more information on the  
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